

Triumph Mayflower Club



SUMMER ISSUE 2005 No. 116



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2004-2005

**CHAIRMAN AND
SECONDHAND SPARES**

Peter Benfield, Amberley, Crindle Carr Lane,
Thornton-le-Moor, Northallerton,
N. Yorks DL7 9DZ - Tel: 01609 761260

VICE CHAIRMAN

Howard Pryor, 12 Park Road, High Barnet,
Herts EN5 5SQ - Tel: 020-8440 8623
E-mail: howard.pryor@tiscali.co.uk

**GENERAL AND
MEMBERSHIP SECRETARY**

John Oaker, 19 Broadway North, Walsall,
West Midlands WS1 2QG - Tel: (01922) 633042
E-mail: johnchoaker@btinternet.com

**NEW SPARES
SECRETARY/
ACTING EDITOR**

John Gogay, Cherry Hinton, Orchard Way,
Wilmington, Kent DA2 7ER - Tel: (01322) 221493
E-mail: jgogay@aol.com

TREASURER

Phil Benson, 4 Dunlin Close, Redhill,
Surrey RH1 5HJ - Tel: (01737) 772202
E-mail: phillip@benson8369.freeserve.co.uk

RALLY SECRETARY

Eddie Copson, Richmond, Birmingham Rd, Bacons
End, Birmingham B37 6RB - Tel: 0121-603 8452
E-mail: ed.copson@blueyonder.co.uk

REGALIA SECRETARY

Fred Newman, Pippbrook, Pope House Lane,
Ashford Rd, St Michaels, Tenterden, Kent TN30 6SS
Tel: 01580 765951

CLUB HISTORIAN

Steve Coulman, 23 Park St, Messingham, Scunthorpe,
S. Humberside DN17 3RU - Tel: (01724) 762061
E-mail: mayflowerhistorian@nicouls.globalnet.co.uk

TECHNICAL OFFICERS

Malcolm Barnsley - Tel: 01732 849140
Eddie Copson - Tel: 0121-603 8452
Norman Ward - Tel: 01773 830035

CO-OPTED MEMBERS

Forbes Alexander; Paul Norton; Malcolm
Barnsley; Norman Ward; and Maurice Wilkes

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

CONTENTS

EDITORIAL	Pages 2 - 3
CHAIRMAN'S REPORT	Pages 4 - 5
INTERNATIONAL TRIUMPH SHOW	Page 11
LETTERS	Pages 6 - 8
FLOWERMAN	Pages 9 - 10
A GLOUCESTER MAYFLOWER	Pages 12 - 13
RALLY REPORT	Pages 14 - 15

Cover: Who's overtaking who!! Photo sent in by Don Henderson, returning from a rally in Amish territory

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



TRIUMPH MAYFLOWER CLUB SHIRTS

SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

Available in Small, Medium, Large, Extra Large, and Extra Extra Large

Colours available:

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15

Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE REGALIA SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial

WELL, HERE we are again, coming up to another Annual Rally, the time just keeps going faster and faster and I, I fear, keep getting slower!

As our Chairman, Peter, says in his report, it is the first rally to be undertaken by Eddie Copson our new Rally Secretary and I, like Peter, can vouch for the many hours he has spent in trying to make this a special one.

I feel very guilty as this year I cannot attend either the Saturday night meal and get together or the rally on the following day.

As Joan (that's the wife) and I spend a lot of each year in Florida we have, quite naturally made many friends over there and one couple in particular arrive on the Sunday to be picked up at the airport by yours truly!

It will be the first rally I have missed in a good number of years (no doubt Howard could tell you exactly how many!) and it is disappointing not to be there knowing what effort the committee has put into organising the event, especially Eddie.

So, please, all you members who have never been to our rally get yourselves motivated and enjoy a good day out with fellow classic car enthusiasts and make up for my absence.

Australian restoration

I received the following information on an Australian restoration from Steve Coulman, our Club Historian. It was sent to him by Dave Rogers, Vice President of the Triumph Club of the ACT, Australia.

The work was undertaken by Frank Marshall who is one of their members. He



Frank Marshall alongside his Mayflower restoration



is a retired engineer with the Royal Australian Navy and the Mayflower is his third Triumph restoration, the others being a TR3A and a Stag. His Mayflower took him over two years to do and it is all his own work.

What disturbs me as a committee member is that Frank is not a member of our club. I find it hard to understand why anyone would restore a car, of any marque, and not want to be a member of the club concerned with that make. Are we doing something wrong?

I have included the pictures etc as I think they deserve to be seen by other people interested in Triumph Mayflowers. Let's hope that Frank discovers the club and is able to share his stories of his various projects.

Triumph World

The next issue of *Triumph World* magazine (August/September 2005, Issue

No. 63 — due on sale in UK shops from July 25) contains another fascinating selection of Triumphs. Included are a Stag and a Dolomite Sprint race car from East Anglia, TR4 in British racing green, a 1973 Spitfire, a barn find TR6 plus, from across the Atlantic, a stunning GT6 PI in Florida.

In addition, *Triumph World* also has plenty of other interesting features, encompassing everything from step-by-step technical articles, event coverage and a fantastic free-to-enter competition with some exclusive Hidesign luggage as prizes!

Copy dates

The last copy dates for the next three issues of Flower Power are: 6th September 2005 — Issue 117; 6th December 2005 — Issue 118; 3rd March 2006 — Issue 119. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

THE MONTH of May is usually the month of the year for classic car enthusiasts, heralding fine and warm weather and encouraging car owners to add the finishing touches to their pride and joy, be they mechanical or body.

So far in the north of England the month has arrived but not the weather one expects. Consequently the one rally I have attended at Ripon Racecourse was not an enjoyable occasion with heavy overnight rain producing damp turf which, as the day progressed, became a muddy morass, particularly the pathways in front of the autojumble stands.

Hopefully, things will improve in a fortnight's time, the weekend of the 4th and 5th June, when I will be making my tenth visit to Mellerstain in the Borders.

Hopefully, things will improve in a fortnight's time, the weekend of the 4th and 5th June, when I will be making my tenth visit to Mellerstain in the Borders.

This two day event begins on the Saturday morning with a regularity run of approximately 80 miles, the organisers somehow managing a different itinerary each year.

An evening meal in the courtyard on the Saturday evening is always a pleasant occasion and enables you to meet up with members from many different clubs. The three regular Mayflower owners usually arrive on the Sunday morning and it is always a pleasure to meet up with John Burgess, Ian Watt and Forbes Alexander.

Our annual rally is of course at Charlote Park, a venue we have not visited before but the situation is fairly central and the house and grounds should appeal to everyone.

I do urge you to support the committee's efforts on that weekend and the line up of Roadsters and Mayflowers should provide an impressive entry to the house from the main gates.

TRIUMPH WORLD *Malvern Meet*

(held in conjunction with TR Register International Weekend)

Sunday 24th July 2005
Three Counties Showground,
Malvern, Worcestershire
9.30am to 4.00pm

Enjoy a great day out in marvellous surroundings at Triumph World magazine's Malvern Meet!



FLOWER POWER

This is our new Rally Secretary's first organised event and I know he has put in many hours of research to make the day a success.

The club continues to attract new members, although the discovery of "barn finds" seem to be dwindling. Vehicles for spares do however come on the market, unfortunately, including the white convertible, "Emma", belonging to a former member Peter Smith.

I find it quite sad to see what was a unique vehicle to the club looking in such forlorn shape. This project of Peter Smith's was a bold effort to make a replica drophead and in its short life gave much pleasure to Mayflower admirers who could gain a glimpse of how the original drophead coupe looked when first converted by Mulliners.

The Rally will also include much Mayflower memorabilia including five photographs from a Dutch museum showing the Mayflower assembly line. These are quite unique and it would be wonderful if any of the apprentices involved could be traced who could then elaborate on these interesting photos.

Let us all hope we have a fine weekend on June 25 and 26 when we can enjoy what is fast becoming a very family occasion.

OPEN TO OFFERS

BLACK MAYFLOWER

Generally stripped and in need
of loving care
Garaged in NE Scotland
Will listen to any reasonable offer
for complete car or spares

Bryan Frenz

INFORMATION ON CLASSIC CAR SHOWS

1st Gillingham Festival Classic Car Rally 17th July 2005

Town Bridge Meadow, High Street
Gillingham, Dorset
Sponsored by Gillingham Tyre Service

Music, food and drink available throughout
the day. Tel: 01747 822832

Ripon Old Cars Classic Car Show 24-25th July 2005

Cloverhome Farm, Ripon
in aid of charity

Space for ten Mayflowers paid for
Telephone Peter Benfield for
further details

The 10th Breamore Classic Motor Show 13-14th August 2005

Breamore House,
Fordingbridge, Hants

Hundreds of classics on display
Tel: 01527 871150

The 14th Knebworth 2005 Classic Motor Show Bank Holiday 28-29th August 2005

Knebworth Park
Stevenage, Herts

Over 2,500 classics on display
Tel: 01527 871150

Letters... and E-mails**Polo show**

Hi John,

The picture with the three cars (below) are from a show in Rothsville, Pennsylvania in August 2004. The 1948 Riley 1.5 litre RMA belongs to my friend George Gregory.

The 1936 Triumph Dolomite was imported from New Zealand. The car show is next to a polo field. In the afternoon they have a polo match on the day of the show. The people in charge of the show asked the three of us to have the picture taken. They were going to use it on their polo magazine cover.

The other picture (cover) was taken by my wife as I overtook an Amish buggy on our journey home.

We are ready to put my engine back in the Mayflower. We hope to do it next week. I hope it all goes well as I miss driving the Mayflower.

I'm getting a 1956 Wolseley 15/50 next week from England. It will dock Monday. I can't wait to see it.

*Don Henderson, 958
Harrington, USA*



Don Henderson's Mayflower with the Riley RMA and the 1936 Dolomite

Mayflower**BACK AXLE
& DIFF**

Contact:

Bernard Brock
52 Bexton Road
Knutsford Cheshire WA16 0DS
Tel: 01565 632065
Email: bernard.brock@ntlworld.com

Hibernation

Hi John,

It's that time of year again when most of us, having tucked up our classic for winter hibernation (apart from occasional checks), now come to awaken sleeping beauty.

At the moment FDO 434 is being difficult and is apparently totally dead electrically.

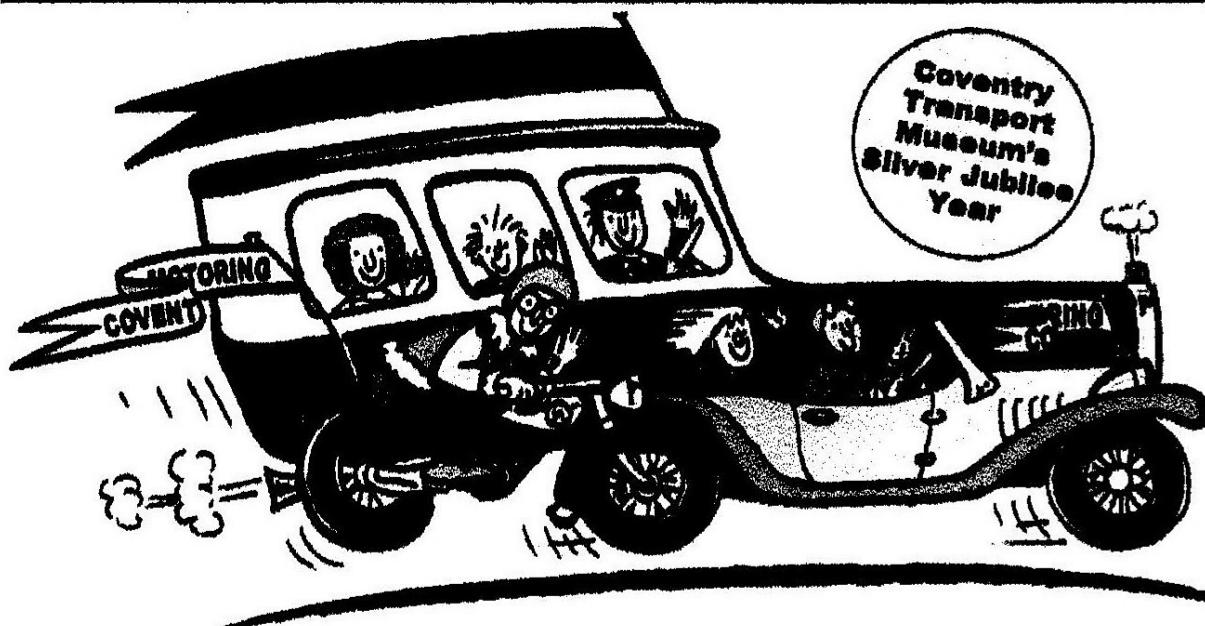
When I purchased the car last year, I was aware that certain minor electrical items were defunct — the internal light, the petrol gauge come to mind.

FLOWER POWER

COVENTRY

FESTIVAL OF

MOTORING



**SATURDAY 3rd SEPTEMBER &
SUNDAY 4th SEPTEMBER 2005**

Tel: 024 7683 2425 • E-mail: enquiries@transport-museum.com

THE GREAT MALVERN VINTAGE & CLASSIC VEHICLE SHOW

1st and 2nd OCTOBER 2005

Huge grounds, great facilities

Grass and Excellent Exhibition Halls

1500/2000 Vehicles and 450 Trade Stands

Enter as a Club or a Private Individual

Tel: 01684 575902

E-mail: ukcarshows@aol.com

I had every good intention of finding time during the warmer weather this spring and getting stuck in to remedy these faults. In January, however, the engine would only turn over ever more slowly and I assumed an unhappy battery.

This was duly charged but still the reluctance to turn over and fire up — and deteriorating! It is now devoid of any power.

I have since decided other factors are involved. I now intend working my way through various areas starting with the battery and earth contacts, voltage regulator but felt the most likely source of nuisance was the ignition switch.

With that in mind I telephoned Peter Benfield to see if he had a secondhand substitute in stock.

Peter was as helpful and friendly as ever and immediately confirmed my fears — that the ignition switch was the most likely offender.

He then explained in detail the most likely minor repair route to overcome the problem — which certainly took the sting out of it a bit.

I am now (almost) looking forward to sorting this and the other items in the near future. Watch this space.

Looking through the bits and pieces that came with the car, I found an article in *Practical Cars* from June 1958. It detailed my problem and gave an illustrated answer. Hopefully it can be included in a future edition of *Flower Power*.

Regards Paul Hamill, 959
Stroud, Glos

Life membership?

Dear Mr Oaker,

I am sorry this is so late but I am afraid that when you get to my vast age time goes faster and faster.

I don't know whether you (the club) have ever thought about life membership? This would certainly make it easier for me but in the meantime I enclose my cheque for £50 for two years membership.

I hope I haven't been struck off! I do value belonging to the club and look forward to being able to drive to a rally in my own Flower one day.

Please give my regards to everyone and look forward to seeing you all again soon.

E. L. Evans
Ashford, Kent



PAUL CLARKE

Vehicle Transportation

24-Hour Recovery

Classic Car Specialists

DISCOUNT FOR MEMBERS

23 Burwell Road
Stevenage, Herts SG2 9RH
Tel: 01438 365198 - Mobile: 07702 669342
E-mail: autoshiftinfo@aol.com

FREE TO GOOD HOME

Metalised Plastic Car Cover

Used only once. In good order. Will adequately cover a Mayflower or similar size vehicle and at a push cars up to the size of a Renown

It will only cost you a telephone call and the postage

Paul Hamill — 01453 763887 evenings please

Technical tips . . .

Flowerman

Engine transplants

IN THE WINTER issue of *Flower Power* Paul Hammil (959) asked about engine transplants, reading through the magazine I missed this somehow and failed to answer his question for which I humbly apologise, however, I hope I can make some amends now.

Just about all and any engine has been fitted to a Mayflower from a Stanley Steamer to a American V8 so just about anything is possible.

In America again we have a member with a Nissan engine fitted and another with full electric power run by batteries.

Extreme

These are all extreme and require some form of expert engineering feats but the easiest way of engine transplanting by far is to fit a four cylinder Triumph engine from the Herald or Spitfire or even the Toledo, all are much the same.

If we take the 12/50 Triumph engine or 1200 cc/50 bhp engine that will immediately give a 25 per cent power increase, a 13/60 will give a 50 per cent increase over the 38 bhp of the original engine and give a better mpg.

All the above engines can be coupled to the Mayflower gearbox without any serious engineering, although some will inevitably be necessary to change the exhaust pipe over to the other side which in terms of engine transplant is more of a fiddle than a career.

The gearbox I would agree is somewhat lacking but I am assured by people with the above engines they work well together and maintain some of the originality by

using three on the tree (three gears on a column shift) as against four on the floor where again some chopping will be required to get the box in and remanufacture yourself a tunnel cover.

Splitflower

I have heard of plans for a Splitflower, Spitfire 1300 engine and box with overdrive, which will make it go but disc brakes will also be fitted to make it stop. This again will need some engineering to accommodate the overdrive, to enlarge the tunnel, change the gearbox mounting point etc, etc.

Whatever you decide about engines it will all enhance the straight line speed but please, please remember you will not be able to produce the cornering ability very easily on this car.

So with the Vitesse engine, my opinion is it is overkill, it may be quick, it will be thirsty, it will certainly be very, very heavy on the steering and although you may get to where you are going faster I think you will spend a lot of time replacing all those steering joints.

WANTED

**Contributions
for Flower Power
No. 117**

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

Technical tips . . .

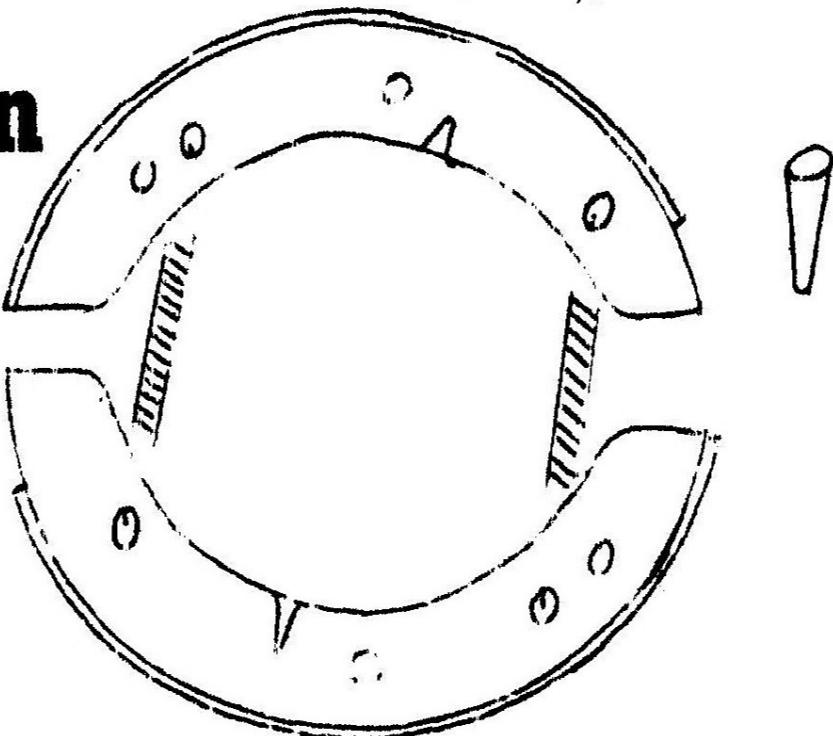
Flowerman

A useful tip for brake shoe reassembly

ASSEMBLE the brake shoes with the springs in the correct position. Make four wooden tapered pegs as shown in the diagram and tap these in place to hold the springs firmly in position.

The brake shoes may now be levered into position without the

springs jumping off. Remember to take the pegs out before replacing the brake drum!! It makes life that much easier.



1951 TRIUMPH MAYFLOWER FOR SALE

Black with Maroon interior

TT 14312DL — Condition 3

Has documents including original registration number

Work needed, particularly on front wings

Poor chrome but overriders on front and rear

Stored in a garage for 15 years

TELEPHONE: 0121-777 1888

Brian Halling - Hall Green, Birmingham

Standard Triumph marque day

By Eddie Copson

A TOTAL OF four members, Howard Pryor, Jim Poole (two cars), Paul Norton and myself attended the "The Best of British Festival — Standard Triumph Marque Day" held at the Gaydons Heritage Motor Centre on Sunday, May 29, giving a beautiful showing of five nicely turned out Mayflowers on a gloriously sunny day.

The organisers excelled themselves with a varied day full of activities which included, falconry displays, hunting hounds, Roman costumes, radio controlled vehicles, steam traction engines, together with a full days running



Mayflowers entering the parade ring

running commentary on all the vehicles passing through the parade ring.

Interesting

Also found very interesting was the old Triumph motor bike and push bike displays.

We also had a display by elderly ladies and gentlemen riding around on a variety of old push bikes which included the famous Penny Farthings reminding my octogenarian passenger of his youth and me of my bank balance.



Howard extolling the merits of the Mayflower and explaining how interview shy he is

A Gloucester Mayflower

By James Lea

THERE IS NOT much news from this side of the pond so I thought I would bring you up to date on some of the latest Mayflower happenings in the north east of the USA.

I have been looking for a right-hand-drive Mayflower for several years after having seen one at a Beaulieu auto jumble.

I had searched this country and the UK and answered several ads on line including Ebay but had not found the right car until one came up for auction at the Owls Head Transportation Museum annual vintage car auction in Rockland, Maine only some 10 miles distance from my house!

I went down several days early and drove it around the tarmac area only to find that it had two frozen rear brake shoes and would not stay in third gear unless you held the shifter down.

The body was good with very little rust, so of course I bought it and trailered it home where I began a full winter's work sorting it out and making it right.

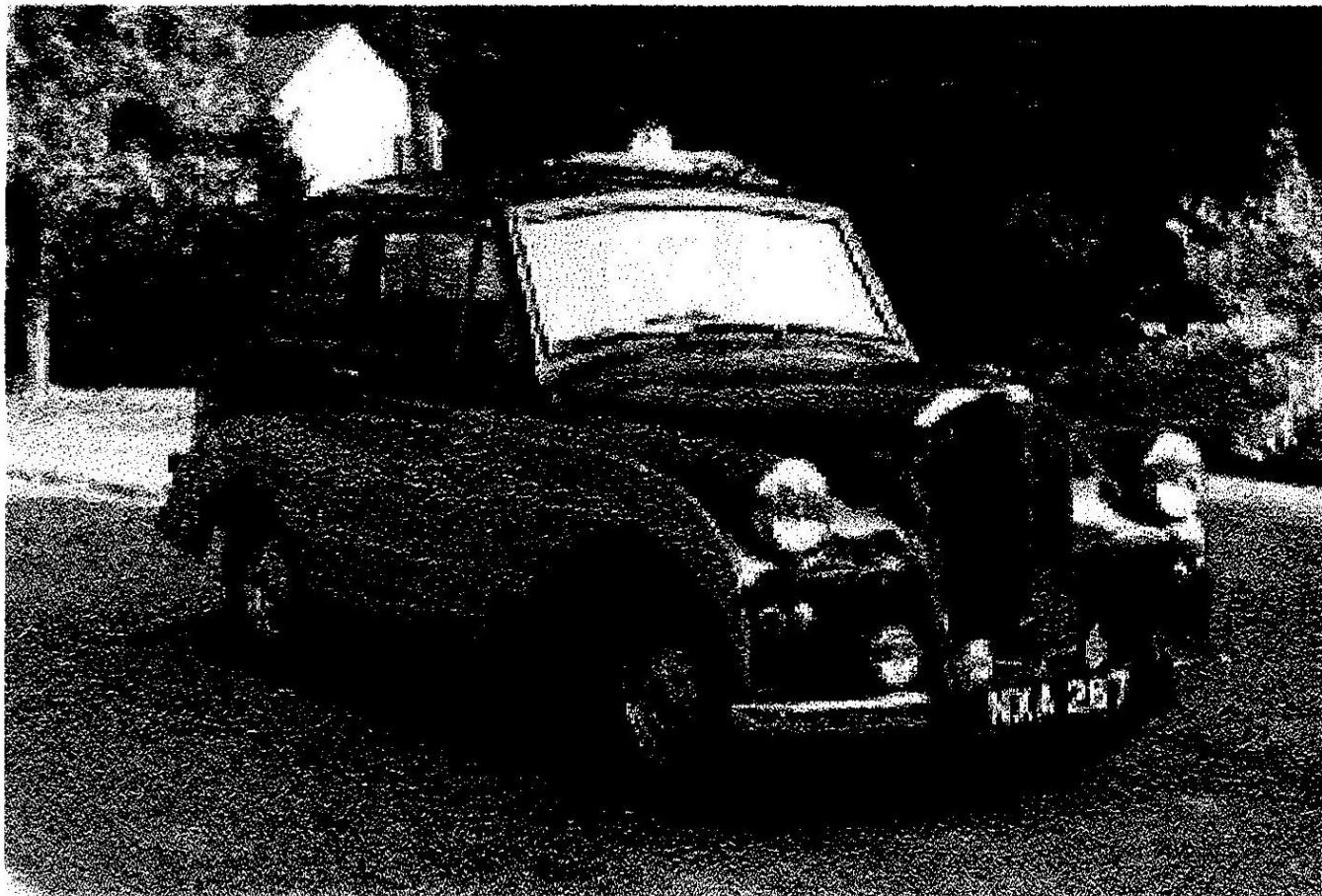
As luck would have it, in the cubby I found some original maintenance records from a Shell station, Waghorne's Garage, 35 Shurdington Road, Cheltenham, Gloucestershire, dated November 10, 1962 and still in the red vinyl folder with the Shell logo on the cover.

Detailed maintenance

The records detailed all of the maintenance work carried out on the vehicle for the 10 years when it was owned by a Mrs Mellersh and the very best of all, it showed the original details of



James' first right-hand-drive Gloucestershire Mayflower



The replacement Mayflower already for the road

the car including the registration number, LDF 887.

Now I never drive the car without picturing Mrs Mellersh driving down some country lane or to the greengrocer on a Saturday morning. I'll bet she loved the little car as much as I do.

After 10 years the car was sold to a Mr D. G. Richards who used the same garage for several more years before the records end.

Unfortunately, I have been unable to trace when the car came to this country or how it ended up in Maine.

Running fine

The car now is running fine with new valves, brakes, fuel pump, rebuilt carburetor and all new electrics on the engine.

Next week it will be sold into the loving hands of a friend of mine who is also a British car enthusiast here in Maine

as I am picking up my new Mayflower, NXA 267.

This one is completely restored to gold level and the owner says he has never taken it to a show without coming home with a first place trophy.

I don't know why a grown man should get so excited by an inanimate object but I love these little cars and I can't wait to drive the new one around our village and to a few shows this summer and win a few prizes.

I have a number of other vintage British cars but none of those get the attention or turn so many heads as the Mayflowers. So its Flower Power forever!!!!

PS — If anyone can help with tracing the history of either of these cars I would be forever in your debt. (Any member that may be able to help James with his quest would they please contact him direct — Ed.)

Hello all Mayflowers, it's rally time

IT'S THAT time again when a whole bunch of 'Flowers come together. Yes Sunday, June 26 is Mayflower National Rally day at Charlecote Park, near Stratford-upon-Avon.

This will be the fourth one that I have attended, Hatton Country Park, Kimbolton Castle and Burford last year and every one seems to get better and better.

It's funny how a chance meeting between two old friends can influence one's life. I was quite happy in my new found retirement when an old colleague

I had worked with for years was driving past my house and noticed me painting the windows.

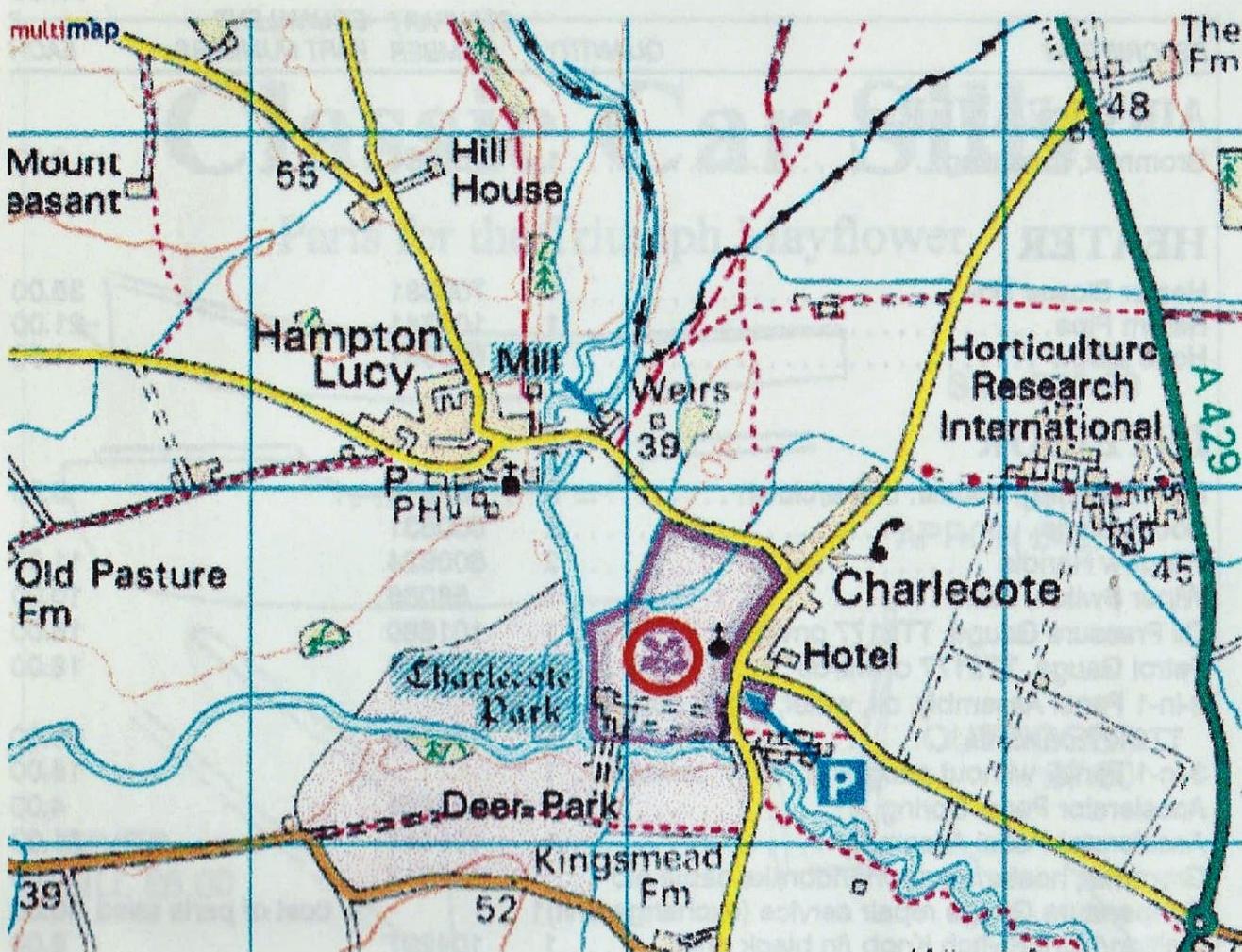
He stopped for a chat and duly offered me his old, rather worn out, Mayflower for nothing, which I at first turned down but later relented and went to view it. That was it, I was smitten. The rest is history because here I am now organising a rally for the Triumph Mayflower Club.

Howard Pryor did not tell me how much was involved with bringing a rally together when he passed the job over but he did say you would get a lot of satisfaction from it when you see all the Mayflowers turn up on that bright sunny day.

This is where you the members come in. We need a special effort from everyone to ensure we get above the 20 mark again and try for that illusive 25, I think the record is 21.



FLOWER POWER



To go through the details again, Charlecote Park is just off the A429 close to Wellesbourne. From the M40 take J15 A429 Wellesbourne and follow the National Trust brown signs.

From Stratford, take the B4086 and again look for the National Trust signs. Please try to arrive between 10.30 and 11.00 am.

If you have booked a meal at the Hilton Hotel it is situated on the M40 (Junction 15), take the A429 towards Warwick and the Hilton is immediately on the left. Mealtime is 7.30 for 8.00 pm sitting.

The prizes to be awarded at this years rally are: *Concourse d'Elegance; Top 5; Next 5; Distance Award; Chairman's Cup (service to the club); Achievement Shield (at the discretion of Chairman and Vice Chairman); Back Seat Memorabilia (best period theme); George Geary Award (car deemed to be most original).

*Category 1: Bodywork and chrome plating. Category 2: Interior and engine bay. Permitted changes are: Change of colour, additional chroming, tyre size, rear lights, indicators, re-upholstery, additional accessories.

Anyone with returnable awards will you please return them, suitably engraved, on the day of the rally. We will have our gazebo erected as usual and hope to have refreshments, tombola, raffle, etc from there. We do need prizes donated, so if you still have that unwanted Christmas gift from Aunty Mildred please bring it along.

We will need help on the day to erect the gazebo, marshals to direct cars as well as many other jobs I can't think of right now but please volunteer. Volunteers will also be needed to help judge the cars. Please remember **no dogs** are allowed and also **no Barbecues** as it is National Trust Property.

Eddie Copson, Rally Secretary

FLOWER POWER

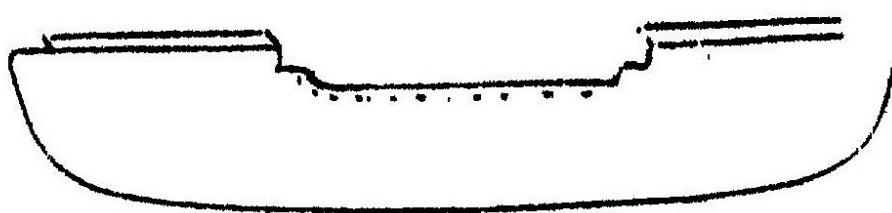
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
AIR CLEANER				
Grommet, mounting	1	101784		6.50
HEATER				
Heater Blower Unit	1	700381		35.00
Return Pipe	1	101341		21.00
Hose Elbow	2	600981		1.50
INTERIOR				
Pull-off Spring, pedals: brake/clutch	2	27645		3.20
Door Handle	2	600831		—
Window Handle	2	600824		11.50
Wiper Switch, dash	1	58036		10.00
Oil Pressure Gauge, TT2177 onwards	1	101680		18.00
Petrol Gauge, TT2177 onwards	1	102723		18.00
3-in-1 Panel Assembly, oil, water, petrol gauges, TT2177 onwards	1	102965		85.00
3-in-1 Panel, without gauges, TT2177 onwards ..	1			15.00
Accelerator Pedal Spring	1	44684		4.00
Accelerator Pedal Assembly	1	101414		21.00
Grommet, heater/starter/handbrake cable etc ..		61917		0.80
Temperature Gauge repair service (exchange unit) ..	1		+ cost of parts used	40.00
Ignition/Light Switch Knob (In black only)	1	104297		8.00
Grommet, oil pipe, water temp pipe	1	600395		1.40
Speedometer	1			68.00
GEARBOX				
Mainshaft	1	200355		32.00
Constant Pinion Assembly, to TT25115	1	100454		26.00
Constant Pinion Assembly, TT25118 onwards ..	1	104728		26.00
Countershaft	1	55699		14.00
Synchronising Sleeve, top/2nd, to TT24065	1	55694		27.00
Reverse Spindle	1	55713		5.00
Retaining Screw	1	55715		1.00
Constant Pinion Bush	1	55911		2.50
Selector Fork, top and 2nd	1	55953		11.00
Selector Bush	2	55978		3.50
Interlock Dowel	1	55981		0.50
Selector Fork, 1st and reverse	1	58198		11.00
Bearing, constant pinion	1	58391		12.00
Selector Rod	1	58950		9.50
Bush for selector rod	1	58951		2.50
Reverse Gear on mainshaft, to TT24065	1	59047		18.00
Spring Ring	1	59054		1.00
Coupling Lever to selector	2	59319		5.00
Washer for mainshaft	1	59443		1.00
Countershaft Gear	1	59450		23.00
Gear Assembly, 2nd speed mainshaft TT24066 on1		104727		32.00

Classic Car Sills

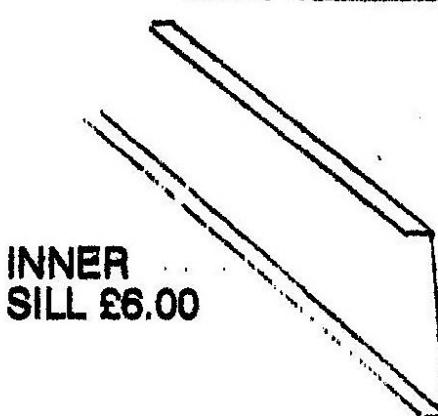
Parts for the Triumph Mayflower



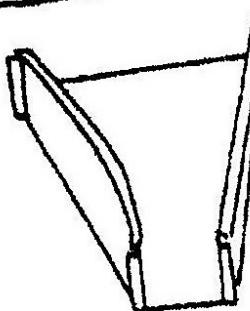
SILL £20.00



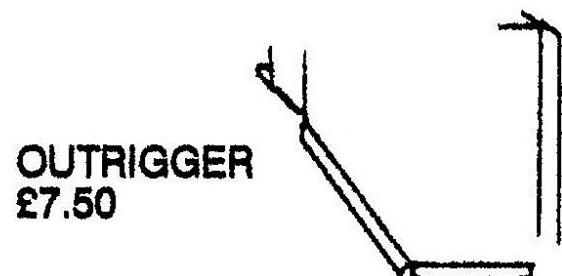
FRONT
APRON £45.00



INNER
SILL £6.00

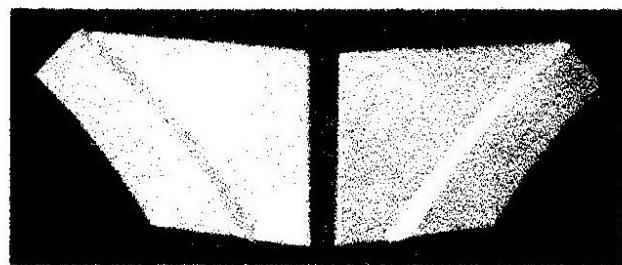
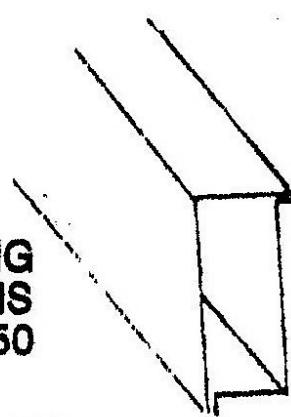


OUTRIGGER
£7.50



OUTRIGGER
£7.50

REAR SPRING
CHASSIS
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)



Worldwide Membership

TRIUMPH MAYFLOWER CLUB NATIONAL RALLY

CHARLECOTE PARK

26th JUNE 2005

1100 am to 5.00 pm